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Beacon Lights of History). But the arrangement is poor and detail is usually put in where it is uncalled for; the disjointed sections give little impression of continuity and do not make clear the general development; nothing stands out in bold relief. The volume was issued for the use of the students of Baylor University, and it may be useful there; the author was, however, ill-advised in bringing it in its present form before the general public.

VICTOR COFFIN.

The Industrial History of the United States for High Schools and Colleges. By KATHARINE COMAN, Ph.B., Professor of Economics and Sociology in Wellesley College. (New York: The Macmillan Company; London: Macmillan and Company. 1905. Pp. xviii, 343, xxiv.)

THERE are many features of this book, judged as a text-book, which are excellent. The distribution of space is good, about the same number of pages being devoted to the colonial period, the period of the Revolution and national beginnings, the period from the War of 1812 to the Civil War, and the period of the Civil War and subsequent years. There is a good working bibliography, marginal references to which are made in connection with every paragraph. There are many useful maps and diagrams and an abundance of well-selected illustrations.

If, notwithstanding these good points, the book cannot be said to be a wholly satisfactory text-book, the explanation is doubtless to be found, in part at least, in the fact that the writer of a text-book of the economic history of the United States labors under the difficulty of the lack, not only of any comprehensive treatment of the subject, but also of any satisfactory treatment of more than a very few of its most important aspects. In view of the scattered and partial character of the material available, it is not perhaps surprising that Miss Coman's book gives the impression of a collection of facts having to do with the economic history of the United States, rather than of a clear presentation of the main features of that history and the influences by which they have been determined.

It must be said, moreover, that even in her statements of facts the author has not exercised as much care as might fairly be expected. Some of the inaccuracies, such as placing the founding of Georgia in 1753 (p. 15), and naming the thirty-fourth and thirty-fifth parallels as the limits of the grant to the London Company (p. 24), are evidently due to oversight in proof-reading, but all cannot be explained in this way. Glacial drift does not constitute an element of the soil of the Piedmont plateau from Maine to Georgia (p. 16). In describing the Navigation Act of 1660 (p. 79), no mention is made of the provision most important from the colonial standpoint, namely, that no goods could be imported into or exported from the colonies except in English ships. New Hampshire and Rhode Island first resorted to paper money in 1709 and 1710, respectively, not, as implied by the statement on p. 84, in 1733. The permission to export rice direct to countries south

of Cape Finisterre was granted in 1730, not during the years 1765-1767 (p. 92). Naval stores were not the only commodities which American ships could transport to England under the trade regulations adopted by the English government after the Revolution (p. 112). The settlement on the Tennessee, shown in the map on p. 125, was, in fact, on the Cumberland. Benton was in favor of restoring the circulation of gold, not of the silver dollar, as stated on p. 198. The Chesapeake and Ohio Canal did not reach Cumberland nor did the national road reach St. Louis in 1830, as shown on the map on p. 206. Michigan, not the United States, built the locks at Sault Ste. Marie in 1855, although the United States made a land grant for the purpose (p. 234). Early railroad charters were in many cases liberal but they did not fix maximum freight rates of "five, three, and two dollars per ton mile" (p. 240). \$270,000,000 is certainly an excessive estimate for the sum expended on canals up to 1837 (p. 242). The Wilson Act, as passed, did not impose a duty on wool, as is distinctly implied on p. 303. The Act of 1878 required the coinage of 2,000,000 to 4,000,000 dollars' worth of silver, not from 2,000,000 to 4,000,000 dollars, each month (p. 314). The purchase of silver under the Sherman Act ceased in November, 1893, not December, 1894 (p. 317). Some of these inaccuracies are of minor importance, but the list might be considerably extended did time and space permit.

While the bibliography is useful, many of the references which we might expect to find, even in a brief bibliography, and which would be most helpful to the student, have not been included. It also is not free from inaccuracies. E. Benjamin Andrews appears as Benjamin J. Andrews (p. xi), and Bishop's *History of American Manufactures* is referred to (p. xii) as published in two instead of three volumes.

HENRY B. GARDNER.

A History of the Pacific Northwest. By JOSEPH SCHAFER, M.L., Head of the Department of History, University of Oregon. (New York: The Macmillan Company; London: Macmillan and Company. 1905. Pp. xvi, 321.)

PROFESSOR SCHAFER'S *History of the Pacific Northwest* is a school text-book. This is apparent from its format and from the statement in the preface that it is "primarily intended" to "promote a more intelligent interest in northwestern history among the youth of this region". Some if not all of the states carved out of "old Oregon" require the study of local history in the schools, and this book is presumably intended to meet the demand for a text incident to this requirement. The book is well written, and its statements are remarkably accurate.

Professor Schafer's original contribution to Oregon history consists of a collection of extracts from early Western newspapers, relating to the emigrations of 1843, 1844, and 1845, which he has partly printed in the *Quarterly of the Oregon Historical Society* and upon which he has largely drawn in the present work. The only criticism that the